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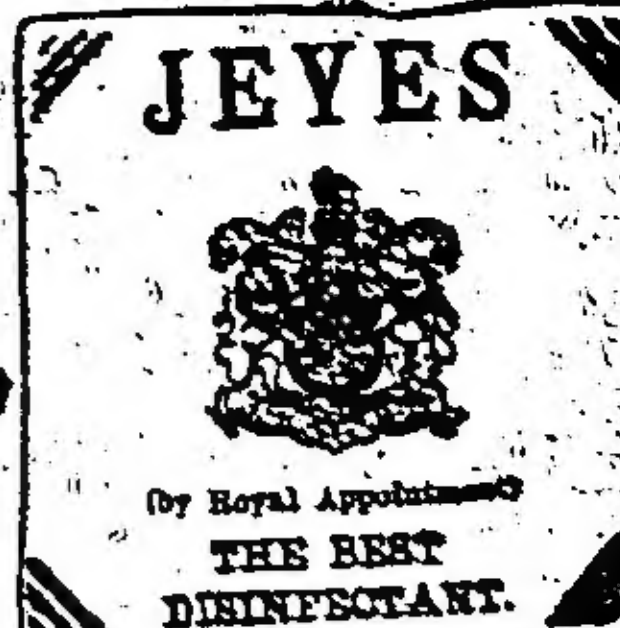
December 14, 1920, Temperature 55

Barometer 30.14

Rainfall 0.00 inch

Humidity 62

December 14, 1919, Temperature 60.



No. 18,133

二一第

號四十月二十年十二百九千一英

HONGKONG, TUESDAY, DECEMBER 14, 1920

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MISSING LINK

APE MAN IN CHINA

SCIENTIFIC EXPEDITION FROM
AMERICA.

New York, Nov. 4.—The expedition sponsored by the American Museum of Natural History, which will set forth for China next February, will search not only for fossils of the ape-man, regarded by biologists as the "missing link" in the chain of evolution, but will study the aboriginal tribes now said to be fast disappearing in China.

We know as little about some of the living natives as about the fossil history of the country," says Mr. Roy Chapman Andrews, who will lead the expedition. "Long before the Chinese arrived, China was inhabited by aboriginal tribes, which were pushed south and west, just as the Indians were driven westward by white men who advanced across the American Continent."

Remains of nearly 30 of these tribes, such as Lolo, Mosos, Lisos and others are rapidly disappearing, and the expedition expects to study them before they become extinct.

Describing these aborigines, with whom he has hunted, Mr. Andrews said they are totally unlike Chinese, having tall and slender bodies, long faces, parietal ridges, and other characteristics of Caucasian blood.

THE CRADLE OF MANKIND.
Mr. Andrews says that scientific men are now agreed in the belief that the oldest prehistoric remains of man, and of many beasts, lie somewhere within the Great Central Asiatic Plateau, where few white men have ever penetrated.

One of the reasons why little is known of China's fossils and those of interior Asia is that material of this sort is carefully concealed by the Chinese, who term the relics, "dragon's bones," and use them for medicinal purposes, said Mr. Andrews.

One result expected is the education of Americans in a knowledge of the immense continent across the Pacific. Whether success or failure meets the attempt to find the "missing link," hundreds of thousands of specimens of Asiatic animal and plant life are to be collected and brought to America. These it is planned are to be placed in the proposed \$1,000,000 Hall of Asiatic Life in this city.

Headquarters for the expedition are to be at Peking. The work of the expedition is to continue for five years. The first year will be devoted to studies in paleontology and zoology in China. The second year the work is to be carried into Mongolia, with geologists added to the field staff. Then for the next three years the entire force will be scattered in widespread sections of Asia.

DUTCH SHIPPING

PROPOSED NEW SERVICE.

JAVA TO JAPAN DIRECT.

A plan to initiate a direct shipping service between Java and Japan is being discussed. In this connection, the Rotterdam calls attention to the opinion expressed by Mr. Koning, Director of the Dutch Shipping Company, in an interview, who said: "Dutch India is anxious for commercial co-operation with the Powers, especially with Japan. The former country is thrown open to the world for economic expansion, while the latter is bent on the establishment of a foreign market. A direct shipping service between Japan and Java would, therefore, contribute a great deal towards the development of commercial interests."

"The proposal is being enthusiastically welcomed by all Dutch shipping concerns and it is hoped that the enthusiasm will be reciprocated by Japanese as well."

It is further reported that the members of the Dutch Japanese society will confer in the near future to consider the proposition.

WHITBY'S FAMOUS ABBEY.

EXPERT CHEMIST.

PLAN TO PRESERVE RUINS.

It is announced that an extensive scheme for preserving the ruins of Whitby Abbey is to be put in hand at once, and will probably occupy expert workmen for five or six years. Earlier in the year the Abbey, one of the most famous of Yorkshire remains, was transferred to the ownership of the Office of Works. Enough of the chapel, north transept and nave remains to show how magnificent the old Benedictine foundation must have been.

CHAUFFEURS JOY RIDE.

FURIOUS DRIVING.

TELL-TALE TYRES AND RADIATOR.

Before Magistrate Smith at the Magistrate's Court this morning, Mr. King, A.S.P., charged the driver of motor car No. 1, owned by the Kowloon branch of the Dragon Motor Garage, with furious driving at 9.20 p.m. yesterday. Mr. A. A. Wilson, assistant manager of the Dragon Motor Car Co., admitted that the defendant was in charge of car No. 1, but asserted that he was not on duty last night, when the car was driven by another chauffeur who was present in Court. According to the time sheet, the car left the garage soon after 7 o'clock and returned at 8.45. It did not go out again that night. Therefore the car seen by Mr. King could not have been car No. 1.

Mr. King was positively sure that he had made no mistake, stating that he actually chased the car through several roads before he lost sight of it. Then, aware that car No. 1 was owned by the Dragon, he went to the garage where he examined the car. Both the radiator and the tyres were still warm. The night was fairly cool. Therefore, had the car returned to the garage at 8.45 as alleged, the tyres, if not the radiator, should have been cool at 9.25 when he saw the car in the garage.

Mr. Wilson called the garage clerk to prove that the car returned to the garage at 8.45 and did not leave again that night. It was not possible for the car to have left the garage without the clerk's knowledge. Mr. Wilson added that while he did not trust the driver, he trusted the clerk, and was sure he spoke the truth when he said that the car was back at the garage at 8.45.

Mr. King said that there were two men sitting in the front part of the car when he saw it at 9.20. It was quite possible that the driver was giving a friend a joy ride before returning to the garage.

Mr. Wilson said that that would not be possible without his knowledge, as it was the practice of the clerk in the Kowloon garage to telephone to the Hongkong office as soon as a car left the garage, also as soon as it returned. It was entered in his Hongkong time sheet that the car returned at 8.45.

Mr. King maintained that car No. 1 was the car he saw. The defence he said, could not get away from the fact that it was impossible for the car to be still warm at 9.25 if the car returned to the garage at 8.45.

The Magistrate decided to convict and imposed a fine of \$25.

THEATRE ROYAL

WARWICK COMEDY COMPANY.

"CAPT. DREW ON LEAVE."

There was again a good house at the Theatre Royal last evening when the Warwick Comedy Company successfully presented "Captain Drew on leave." It is a bright comedy, full of amusing situations which the company made the most of and which were readily appreciated by the audience. The plot, though by no means new, was well worked out. It concerns a husband who neglects his wife and is apparently surprised when she seeks diversion elsewhere. In this case Mrs. Moxon found pleasure in the society of Captain Drew who was on leave with the firm intention of enjoying himself. As a part of his amusement he makes love to Mrs. Moxon but later finds that the joke has gone too far. A household tragedy seems certain but explanations follow supported by a firm purpose of amendment on the husband's part. The part of Captain Drew was admirably played by Mr. N. Thorpe Mayne. That of Mrs. Moxon was allotted to Miss Joan Mayne who made a delightful study of it. Mr. Frank Thorpe Wheatley was as good as Mr. Moxon. The minor parts were all well taken and helped in the general success of the piece.

Tonight the Company presents Oscar Wilde's "A Woman of No Importance" a satirical work which should command a good house.

Mr. Wakamiya, editor of the Chusan, is responsible for the statement that Japan has no book worth the name of self-government, although she had that system for the past 20 years, a fact which throws a light on the national characteristics of the Japanese. Not only are they unable to invent systems and institutions of their own, but it is beyond their capacity to make a special study of those institutions they have imported from abroad, he thinks. The only concern which the Japanese shows in civic administration, Mr. Wakamiya says, is in matters relating to taxation—at least those who invent the taxes do.

THE DOLLAR.

To-day's closing rate 3: 11/16
To-day's opening rate 3: 11/16

STRIPPED AND BEAT N.

BABY'S ORDEAL.

ONE EFFECT OF "THE MOVIES."

Tied hand and foot with strips torn from his own shirt, and bearing traces of a beating with a piece of wood, a boy of 4 was found naked in a Salford playing field, wires a Daily Chronicle correspondent.

"It is one of the most remarkable stories I ever heard," a police superintendent told the local magistrates when Horace Cannon, an 11-year-old schoolboy, was charged with assault, last Ernest Wolstenholme.

On Saturday night, he said, the small boy was playing near his home, when Cannon came along took him by the hand, and walked him to the Bolton-road playing ground.

Here he stripped the child naked, trussed him up, beat him, and ran away. The baby was found by a man who was attracted by his moaning.

When the police traced Cannon he admitted what he had done, and said he did not like Wolstenholme because he was a coward. He added that he had "seen cowards treated like that at the pictures."

The magistrates remanded Cannon for a medical examination.

CANTON CITY.

MUNICIPAL GOVERNMENT.

PROVISIONAL CHARTER ADOPTED.

According to the Canton Times Canton will be governed under a new system of municipal government by the beginning of next year. This change in the form of city administration was definitely decided upon at a recent session of the newly created Legislative Commission, which has adopted the proposed Provisional City Charter framed by Mr. To Sun, the present Resident Director of the Municipality and Director-General of the Board of Conservancy Works of Kwangtung.

The new city charter provides for a commission form of government composed of six members with the Mayor as the chairman. Each of the six members will head one of the following departments: Finance, Public Works, Public Safety, Public Utilities, Public Health and Education. The present police administration will be reorganized under the new Department of Public Safety, probably with General Ngai Bong-ping, the present incumbent, at the head of the new department.

The new system will be effective during a period of five years during which time the mayor and departmental heads will hold office under appointment from the Civil Governor. It is the intention of Governor Chen Chiang-ming to introduce direct popular elections in choosing the heads of the city government after this period of five years, so that the citizens may be able to control their own government.

Besides the commission, an Advisory Board of thirty members, representing different classes of the population is to be created within three months after the coming into effect of the new charter. The members of this Advisory Board are to be made up of ten citizens appointed by the Governor, ten elected by the citizens at large, and ten chosen by different public associations, who will represent the merchants, labouring classes, educators, lawyers, physicians and engineers.

To guard against misuse of public funds, a special Department of Audit is to be created, the auditor holding office under the Governor's appointment.

It is expected that the new system will be gazetted and the appointments of the new city heads announced within a few days.

The Tientsin community has sustained a great loss in the death on December 4, whilst under an anasthetic, of Miss K. A. Jones, for many years Matron of the Victoria Hospital, says the N. C. Sunday Times. Many a one in this town had cause to be thankful to her for the unrelenting care that she bestowed upon them whilst they were under her as patients, and the deceased lady was most popular with all sections of the community, a number of whom have been at one time or another under her care.

BUSINESS NOTICES

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Hongkong, December 9, 1920.

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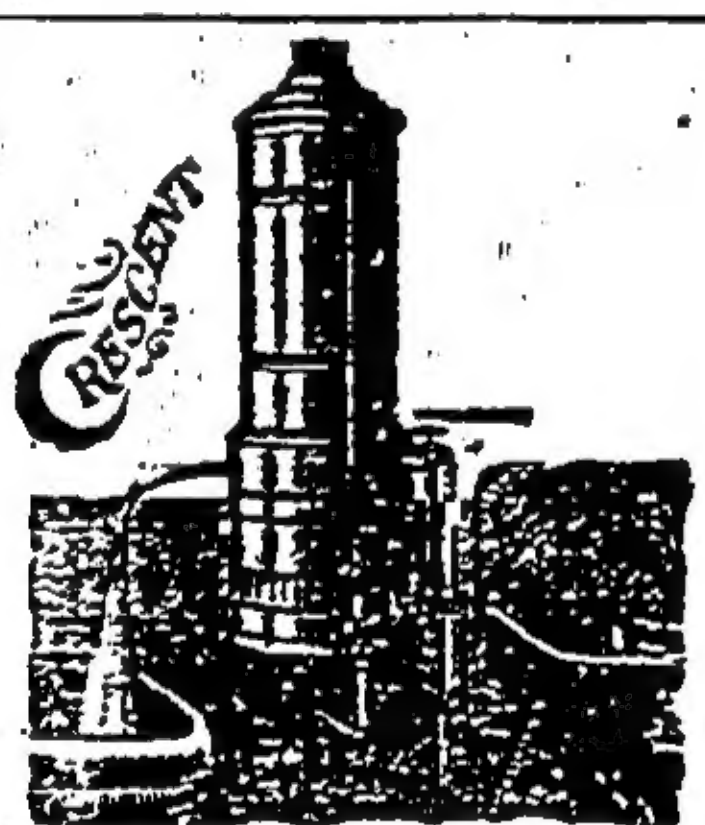
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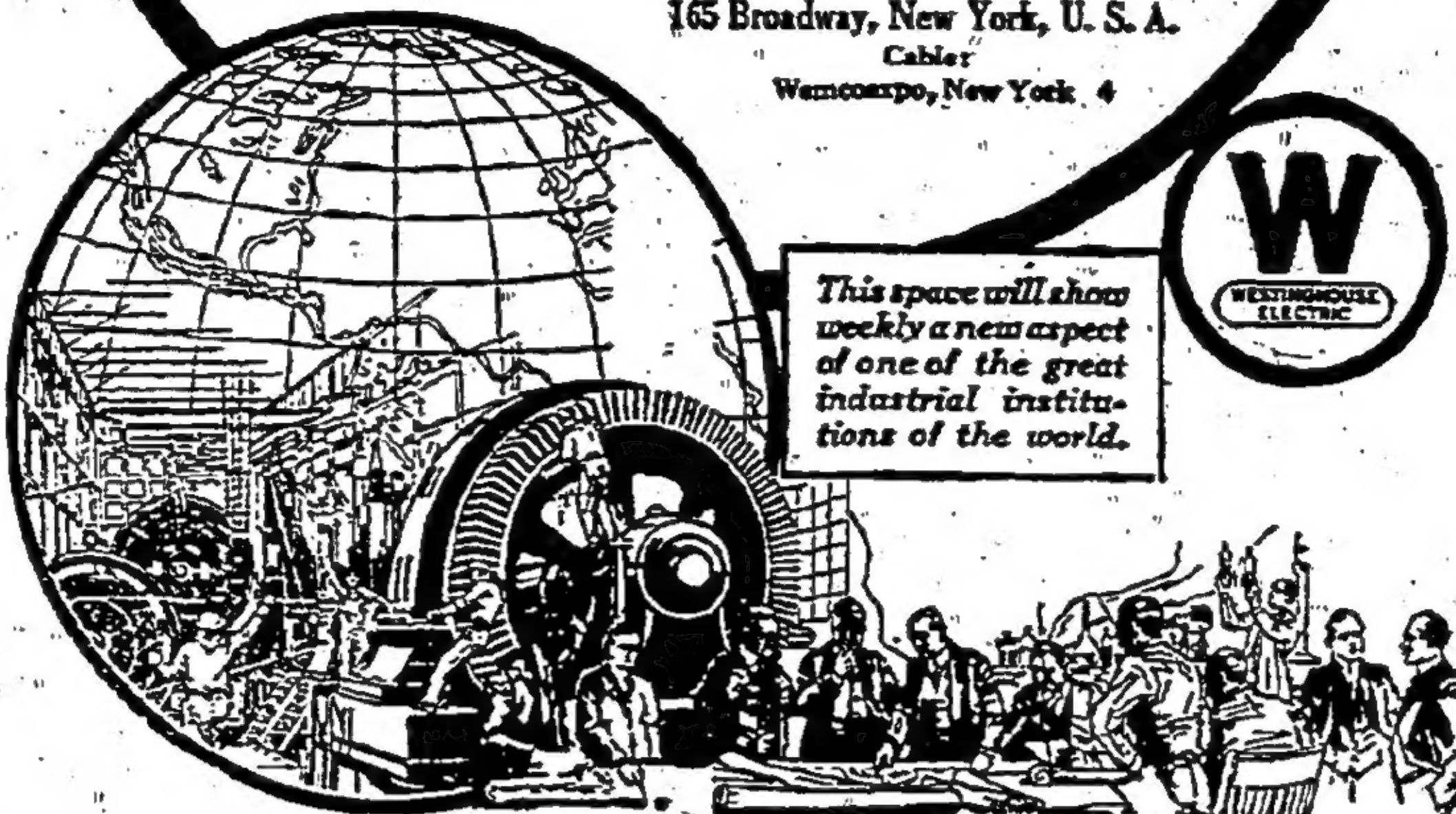
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tions of the world.**AIRSHIP LINERS.****FUTURE DEVELOPMENTS.****AN ENGLAND TO INDIA SERVICE.**

At the final session of the Air Conference at the Guildhall, papers were read by Sir H. M. Trenchard and Sir Trevor Dawson.

Commander Sir Trevor Dawson, R.N., in discussing the Commercial airship, spoke of its great possibilities for long-distance traffic, as shown by both British and German experience.

It should not be contended, he said, that the air ship would enter into direct competition with transport services which could be satisfactorily operated by railways and ocean liners.

It would have its great opportunity on the world ocean routes particularly for direct communication between Europe and America, South Africa, India, Australia, and the East. Aeroplanes and airships would not conflict or compete, but each would be specially useful in its own sphere.

Comparing the condition of travel by aeroplane and airship, he remarked that when the Vickers-Vimy made her wonderful trip from England to Australia she had to land at 28 stations for the purpose of taking on fuel and oil.

An airship on such a voyage would only require to make two intermediate stops. While the Bodensee airship was operated between Berlin and Friedrichshafen the cost of the service was considerably less than half the cost of aeroplane services of similar carrying capacity run at the same time between these places.

The flight of the R34 to New York and back within a week had demonstrated even more fully than the German passenger service the technical possibilities of the transoceanic services by airship. The Germans, after the Armistice, built special airships for regular passenger and mail services between Berlin, Munich, and Friedrichshafen for Switzerland. The first of these, the Bodensee, made the voyage from Berlin to Friedrichshafen with 30 passengers in four hours. It was operated daily from June to October; during the suspension of the railway traffic in November, 1919, a daily load of over one ton of mails was regularly conveyed. It was recently reported that the total receipts of the Bodensee while running were 1,350,000 marks, the running costs only 150,000 marks.

TO CAPE TOWN IN FIVE DAYS.

Turning to the question of traffic possibilities, Sir Trevor Dawson thought there would be no difficulty in advancing the speed of airships to 30 miles an hour, which would enable an average speed of 60 to be obtained on long voyages without difficulty. It was not considered that there would be any difficulty in obtaining the necessary support for running a weekly or bi-weekly service from Europe to South Africa, India,

Australia, or South America once the reliability and saving of time had been practically demonstrated. He thought the present time taken from London to Cape Town could be reduced from 18 days by steamship to five days by airship, and to India from 16 days to four or five.

Postal services by airship would fill the gap between cable communication and the present mail services. The whole of the weekly letter mail to Egypt, South Africa, India, Australia, and New Zealand could easily be carried by a weekly airship service, still leaving room for a considerable weight of express cargo.

After discussing dimensions of airships required for such service—they would have a length of about 800 ft. with a maximum diameter of about 100 ft.—the speaker went on to discuss passenger accommodation and the questions of safety and dependability. The only risk in the air was that of engine breakdown, and rigid airships never having less than four engines, while in the large passenger ships there would be six, eight, or seven more, a complete breakdown of all the engines was most improbable. There was no reason why airships should ever encounter violent thunder storms and cyclones, for these extended over a very small area and could be avoided. A problem was the need of trained pilots. The Germans had an advantage, as many of the Zeppelin pilots who were employed on the passenger airships before the war had now made some thousands of flights. It took at least two years' regular flying to train an airship pilot.

This brought the speaker to a consideration of the question of cost, and he quoted Air Commodore Maitland for the statement that for a regular service of airships between England and India to carry four tons of cargo and 100 passengers each way per week, the probable cost would be about 2s. 6d. per ton mile, giving passenger rates about 50 per cent. higher than the present first class steamship rates, and the mails at 6d. per ounce. A detailed examination of the running of such a service followed. He estimated the capital required in round figures at £3,000,000, and the total annual costs as under—

Fifteen per cent. on capital £400,000 to £500,000.

Depreciation and obsolescence £400,000 to £500,000.

Repairs and maintenance £100,000 to £300,000.

Establishment expenses £150,000 to £200,000.

Insurance £200,000 to £500,000.

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Total £1,650,000 to £2,700,000.

The possibility of operating airships at an economic cost depended entirely on being able to ensure a regular and uniform traffic, and any estimates of cost could at present only be surmised and might be anything from 4s. 6d. per ton mile upwards, and probably a conservative estimate would be nearer 10s. per ton mile.

On the question of State ownership or private enterprise he thought

that it would appear desirable that the aerodromes with their sheds and mooring towers, &c., should be owned by the State. The equipment and maintenance of landing stations would be put on a profit-making basis as much as those built by the Zeppelin Company, because they had built at the same works 12 or more in succession of the same type and design, which had enabled them to erect and complete a ship in 12 weeks, while he had never yet built more than two to the same design, and consequently the time for production had been about two years. In further remarks on construction materials, Sir Trevor Dawson mentioned the high cost of gold-beater's skin, used for lining gasbags, and the amount of labour required to apply it to the fabric. It was an animal tissue obtained from the stomach of the ox, and the number of skins used for an airship of the size of the R34 represented over 500,000 cattle.

In conclusion, Sir Trevor Dawson said Imperial interests demanded that every endeavour should be stimulated to maintain scientific and practical developments in this country. It would be dangerous to wait and see what other nations would do. The United States had voted \$25,000,000 for airship construction, and was building an airship which would hold "airships" of 10,000,000 cubic feet capacity. France, after hurriedly disposing of her airship material at a heavy loss "in the interests of economy, had entirely changed her attitude and had voted the equivalent of £3,000,000 to re-equip her airship service. Italy, too, was a firm believer in the airship. Germany but for the restrictions of the Peace Treaty would undoubtedly already have had in actual operation air liners crossing the Atlantic. A recent report from Berlin, stated that the Zeppelin Company was contemplating building airship liners in the United States, and so evading the prohibitions of the Allies, the scheme being to build two super-Zeppelins for use in freight and passenger service between Berlin and San Francisco, calling at Paris, New York, and Chicago. The scheduled time for the entire trip from Berlin to San Francisco was to be less than four days. From information obtained from America it was understood that these airships were to be capable of carrying loads of 30 tons. The scheme was said to be backed by the Hamburg America Line and prominent American financiers. This being the case, a widespread Empire like our own should surely do all it could to build up a powerful fleet of commercial airships.

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60, Des Voeux Road Central.

BIRTHS.

BOJESSEN.—On December 5, 1920, at Shanghai, to Mr. and Mrs. C. O. Bojesen, a son.

LAGRANGE.—On December 7, 1920, at Shanghai, to Mr. and Mrs. Abel Lagrange, a daughter, Monique.

RAWLINSON.—On December 8, 1920, at Shanghai, to the Rev. and Mrs. Frank Rawlinson, a son, John.

MARRIAGE.

TECHAPLINE.—On December 7, 1920, at Shanghai, Nicholas Techapline to Marie Jeanne Lee.

DEATH.

McMANUS.—On December 5, 1920, at Shanghai, Patrick Frank McManus, age 51 years, late Chief Officer, s.s. "Walloua," the beloved husband of Evangelina Vieira Ribeiro.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE

HONGKONG, TUESDAY, DEC. 14, 1920.

MIND.

Rather than that they should not read serious books at all, we would have the people read Henri Bergson, although we regard him as a thinker lost in a maze of words. To be told that "mind must now be interpreted in terms of activity and not simply of consciousness" does not add to our knowledge, nor clarify our thinking.

But thought is energy, and we cannot, and should not be, reasoners to know that the majority of our people are not mentally energetic. To call them ignorant might be true; but such an accusation is not confined to the valley.

Reason can climb the heights. The enemy of rationalism does not climb heights at all. Down in the valley with the others he merely looks at and dreams about them. The "wide vision" of dreams is correctly appreciated by the commonsense of mankind. No fair synthesis is possible without a rational process; and when this Times pundit talks of a "conciliatory synthesis" he gives himself away in one word. Where truth is the objective, there can be no reasonable conciliation of the lower of lies.

We notice these contemptible remarks at such length because we have noticed since the war something that looks like a general conspiracy against rationalism. Reason is our constitutional parliament, and there are some tiny lawbreakers engaged in the silly attempt to blow it up. Two most conspicuous Guy Fawkeses are Hilaire Belloc and Gilbert Chesterton, who are both very busy trying to convert England—unsettled and undecided since the shock of the war—back to Roman Catholicism. Belloc has quite recently published a book with this object. Chesterton, a feebler champion, persistently works with jesuitical innuendo toward the same hopeless end. They pretend to defeat rationalism by appeals to reason. Both have attacked Wells' recent "Outline of History," a work we do not greatly admire; but we prefer it to the attacks. It is at least an essay in reason, while they are perversely unreasonable. If they took the line of professing a faith beyond reason, and merely testified to the efficacy of the faith in their own individual experiences, we should be silenced. There is no answer to such a postulate, which human experience tells us is actually excusable and respectable. But when they come against us with wooden swords and dummy guns, attacking the "validity of reason in terms of reason," we are compulsively engaged. We have already acknowledged with some shame that some advanced rationalists are irrational. We could find, for instance, no thread of reason in "God, the Invisible King," by H. G. Wells, whereas the excellent reply to that book, by William Archer, was compact of pure reason and logic. So that when Chesterton indulges in a sneer at Wells, our withers are unwinding as by the impudent nonsense quoted above from the Times reviewer. Chesterton in his last collection of essays has this about that:

"Materialism says that the universe is mindless; and faith says it is ruled by the highest mind. Neither will be satisfied with the new progressive creed, which declares hopefully that the universe is half-witted."

Now that is very telling as against the egregiously insincere Wells. In "God, the Invisible King" but it is in no sense a rational contribution to the satisfaction of mind; the honest searcher after truth. Mind never rules; it merely observes. The faith which speaks of a mind ruling the universe is anthropomorphic; its rationalism ranges with that of primitive men, who reasoned from inside outwards. If materialists say that the universe is mindless, they are equally stupid; but it is only Chesterton who says they say it, and he is given to rash assertions. The materialist may deny the ruling mind; if he likes. There is no evidence. But that is a different thing from the self evident absurdity of describing the universe as mindless, or of describing it as directed and controlled by some intelligence patterned and conceived on the basis of our human mind."

But what is the use? How many really think about such things? Most of us merely talk and argue about them, taking sides according to our inclinations and our predispositions. Real rationalism approaches them with that rare thing, the really open mind, and it operates regardless of the outcome, so that the outcome be or seem true.

HUMOUR LIGHTENS

TROUBLE.

The classic example of humour lightening trouble was Tommy in the trenches, making a joke of the most horrid discomfort. The Americans, like the rest of us, are up against the High Cost of Living, and it is interesting to see how they joke about it. Thus the *World of New York* remarks that prices may be coming down, but they have all got their parachutes with them. The *Columbia Record* says it may be true that the profiteers will now get what is coming to them (American slang for Nemesis) but they have already got what was coming to us. The *Wall Street Journal* observes "that long time between drinks has nothing on the lapse between a wholesale price reduction and the time it reaches the customer." The *Buffalo News* says it is cheering to see a four dollar pair of shoes marked down from \$20 to \$17.99. The *New York American* has discovered the esoteric meaning of the

law of supply and demand. "We supply what the profiteers demand." And another New York paper observes that the man who postpones his wedding till prices get normal is liable to get normal himself. The *Pittsburgh Gazette Times*, noting that an American expedition is to spend five years in Asia looking for the Missing Link, thinks the chances better right there at home.

LOCAL AND GENERAL.

Mr. Hennessey, Second Officer of the Indo-China steam "Kiangwo," won the 1st prize in the Hankow grand stand sweepstake, value \$19,400.

Mr. Frederic E. Lee has arrived in Shanghai to join the American Consular service, with the title of Economist Consul. This is a comparatively new department of the consular service.

The *Chao* states that four hundred fishermen have been lost in a storm off the Lu Peninsula. The high seas are preventing motor boats from making any search for them, and the shore is lined with anxious relatives carrying torches.

Chinese telegrams from Peking state that the Government is negotiating a loan for \$5,000,000 with the Chinese banks. Four railways will be given as security. The loan will be for five years at an interest of seven per cent. per annum.

As an incentive to big subscriptions the Minister of Interior suggests awarding the Order of Merit to the largest contributor to the Famine Relief Fund. The proposal includes foreigners and Chinese alike. It is understood that it has the approval of President Hsu Shih-chang.

Mischa Elman, one of the world's greatest violinists, will appear at the Imperial Theatre, Tokyo, on February 16 and later will give concerts at Yokohama, Osaka and Kobe. From Japan he will probably go to Harbin, thence to Shanghai, Hongkong, Manila, Singapore, Java and India.

A dinner is to be given at the Kam Ling Hotel on Monday, Dec. 20, by a number of Chinese bankers and merchants in honour of Mr. N. J. Stubbins on the occasion of his impending departure on retirement from the chief management of the Hongkong and Shanghai Banking Corporation.

Sir F. Bailey Alston, H. M. Minister, passed through Antung on his return from England to Peking, and was met there by all the British residents, including Mr. Shaw, who welcomed him in a neat speech. The Minister returned thanks to the community and had a prolonged conference with Mr. Shaw. No Chinese or Japanese officials attended.

There will be a city evangelistic and health campaign under the auspices of the Christian Council of Canton from December 15 to 31. Dr. W. W. Peter and his staff is expected from Shanghai. Dr. David Z. T. Yui, general secretary of the National Committee of the Y.M.C.A. in China, will be one of the noted speakers at the service.

The following local weddings take place shortly.—Lt. G. C. Pelly, H. M. S. "Carlisle," to Miss C. M. Glasbrook, of Manila; Mr. A. M. Lindsay, engineer on s.s. "Chak Sang," to Miss M. M. Williams, daughter of Mr. W. J. Williams; Mr. G. T. Byrne, Professor of Chemistry at Hongkong University, to Miss Ethel Reynolds, en route from England by s.s. "Kumano Maru."

Mr. John Findlay Reid, ex-Secretary of the Marine Engineers' Guild of China is shortly to be married at Shanghai, his intended bride, arriving there via Canada at the end of this month. Mr. Reid has numerous friends in Hongkong, especially among the members of the Guild who have a lively recollection of the arduous pioneer work performed by him in the formation of the Guild.

The construction of the Canton Tramway will begin soon, according to those in authority. The \$3,500,000 capital desired has almost fully subscribed; and some \$600,000 worth of materials for the proposed street railway have already been ordered. Judge Peter Hing, the manager of the company, who visited America in the interests of the company, has returned to Canton, and is busy planning an early commencement of the construction work.

Mr. and Mrs. W. A. Morling are leaving Tientsin for England this week after a residence of 30 years in the Northern port. Mr. Morling has always taken a very keen interest in the welfare and development of the Port, serving the community for many years as Chairman of the British Municipal Council, in the General Chamber of Commerce, China Association, Race Club, Tientsin Club, as a member of the Haiho Conservancy Commission, and as a Director of many local companies.

SPORT.

UNITED SERVICES FOOTBALL.

"HAWKINS" v. "CARLISLE"

In connection with the United Services Football League, the above teams met on the Navy Ground, Happy Valley, yesterday evening, and played a very fast and interesting match before a large gathering of Service men and a sprinkling of civilians.

Winning the toss, the "Carlisle" elected to play with the wind. "Hawkins" kicked off and immediately started the offensive. Flood was easily tested by Webb with a difficult shot which he cleared in fine style amid much applause. From the save, the "Carlisle" got going and transferred the ball to "Hawkins" territory where McCarthy tested Jones, but failed to find the net. Catching the ball, Jones threw it out to Edwards who kicked it into touch. From the throw-in, Wilkins trapped the ball and sent in a long shot which just skimmed the cross bar and went out. "Hawkins" continued to press, but nothing resulted. "Carlisle" then went away, but hands were given against Pavey. Wilkins took the kick but sent the ball wide. From the goal kick, the "Carlisle" again attacked and Brant had a shot at goal, but Jones turned the ball round the upright for a corner. This kick was well taken by Fawcett, and McCarthy headed the ball towards the net. It struck the cross bar, however, and went into touch. When the "Hawkins" next pressed, they were very dangerous when Webb was pulled up for offside. This gave the "Carlisle" possession and they carried the ball to the other end of the field, but again their luck was out, and the ball went behind. With only a few more minutes to go before half time, both sides worked hard for the opening goal, but the whistle came with the score sheet blank.

The second half opened with the "Carlisle" going away in a rush which the "Hawkins" defence found hard to stop. McCarthy drove the ball hard towards goal, but Edwards, who happened to be in the way, kicked away. The "Hawkins" then attacked and helped by the wind, were soon in front of goal, where they gave the "Carlisle" defence a strenuous time. From a *maico*, the ball was sent out to Stewart who immediately returned it with a beautiful centre, which the goalies just missed. However, he ran out to retrieve his mistake, but Harris trapped the ball, and before the goalies could get back to position, had shot into the empty goal. A lot of midfield play followed this, and then "Carlisle" got away and McCarthy sent in a terrific drive which more by luck than design, the goalies, managed to punch away. Fast play followed this, and both ends of the field were visited in quick succession but the forwards always failed when in front of goal. After another spell of midfield play, Humphreys of the "Hawkins" got possession, and without hesitating, sent in a long dropping shot. The "Carlisle" goalies misjudged the ball, and before he was aware of it, the leather went over his head into the net. In spite of frantic efforts on the part of the "Carlisle" forwards to get away, the "Hawkins" continued to press, and forced several corners. From one of these, Barrett handled the ball, and things looked black for the "Carlisle," but nothing resulted from the free kick. With the "Carlisle's" next attack, Fawcett was very dangerous when he was heavily tackled by Russell, and in the fall hurt himself so badly that he had to leave the field. With the "Carlisle" playing ten men, the "Hawkins" returned to the attack. The "Carlisle" defence was unable to cope with the attack, and ten minutes from the final whistle, the "Hawkins" scored twice more, Wilkins being responsible for one and Dyer for the other. "Hawkins" was still pressing when the final whistle came and they retired winners by 4 goals to nil.

HONGKONG LEAGUE.

DIVISION I.

CLUB.	P.	W.	L.	D.	P.	A.	P.
R.G.A.	7	5	0	2	12	6	12
Wilshires	6	4	1	1	13	8	9
Hongkong Club	3	2	2	6	3	8	8
Kowloon	7	3	2	2	9	7	8
H.M.S. "Tamar"	7	3	4	0	12	11	6
Hongkong Police	6	3	2	5	8	4	4
S.C.A.	6	1	3	2	4	9	4
H.M.S. "Ambrrose"	1	3	1	4	9	3	3
H.M.S. "Carlisle"	3	0	0	4	0	4	0

V.R.C. REGATTA.

NEXT SUNDAY'S EVENTS.

The V.R.C. is holding a small regatta at Yau Tung in Kowloon Bay on Sunday, December 19, when the following Races will be rowed off—

Members' Scratch Four.
Navy, Army and Club Fours.
Dragon Boat Race K.C.C. v. V.R.C. (Twenty in a boat).
Tub Sculls.
Sailing Races for Mosquito Class Yachts.

A Launch will leave Murray Pier at 10.15 a.m. and 1 p.m. with members, competitors and friends (Ladies

ST. STEPHEN'S GIRLS' COLLEGE.

SUCCESSFUL CONCERT.

NORTH CHINA Famine Relief Fund.
On Saturday afternoon last, a very successful concert was given at the Y.M.C.A. by the students of St. Stephen's Girls' College in aid of the Famine Relief Fund. Miss Middleton Smith, and the staff are greatly to be congratulated on the success of the entertainment.

The chair was very ably taken by Mr. W. S. Tso, and the whole programme was successfully carried through to a large and appreciative audience. Lady Stubbs was among those present.

Among the many items were Chinese and English music, singing by the School, accompanied by Mr. C. Sampson, and a Shakespearean recitation; while the central figure of the programme was the group of tableaux contrasting the conditions of the people in the North and the South. During the tableaux a poem was recited, composed by Mrs. W. K. Chung, formerly a student and now a member of the Staff of the College.

Then followed an amusing talk by Mr. R. H. Kotewall, who finished with an appeal for the famine-stricken area, after which a collection, made by some of the pupils met with a very generous response.

It is a difficult matter to pick out any one item from a programme in which all the items were so well rendered, but the scene from Shakespeare did credit to both pupils and teacher, while the Kindergarten and "China's Army," did much to entertain and amuse the audience.

The School singing was greatly assisted by the orchestra under the leadership of Mrs. Britton, and thanks are due to the Chinese gentlemen who so kindly and ably helped in the musical part of the programme, to Mr. Bowes-Smith for his admirable performance and to Dr. Penion, who so very kindly stepped into the breach at the last minute, taking the place of another, who was prevented through illness from coming to sing. Mr. I. Teesdale Mackintosh and Commander Sampson acted as stage managers.

As a result of the entertainment the College will now be able to forward to the Relief Fund a sum of \$970.

CORRESPONDENCE.

LOCAL NEEDS FIRST.

[To the Editor of the China Mail.]

Dear Sir—In view of the many different calls that are now being made for subscriptions might I mention that "charity begins at home," Hongkong sends many gifts away, but are not some of them made at the expense of Hongkong institutions. Before going in for large and costly schemes why not first put the home in order? Is not the Cathedral in need of money, and also several local charities? Why not have a Hongkong Day somewhat on the lines of the very successful "Heather" and "Rose" Days that have been held in the past and let everybody make a special effort to try and help all local institutions that are in need of funds.—Yours etc.,

"HONGKONGITE"

Hongkong, 14th Dec. 1920.

Included). Tiffin will be provided for those who book at the V.R.C. up to Friday at \$1 per head.

The regatta is one of a series of monthly races the V.R.C. propose running to keep all fit for their Annual Regatta. The V.R.C. does not bar the public, and those who are interested and care to come out and witness the races are cordially invited.

The Navy have a very good crew and can be seen out nearly every morning between 6.30 and 7.30. The Army, a raw combination, is coming on strong and will give a good account of themselves.

The V.R.C. crew comprises: A. H. Carroll (stroke), S. Berg (3) H. Dwyer (2), J. R. Soares (bow). The likely winner of the members' fours is May's crew with Marcell's crew second.

Dragon Boat Race.—The K.C.C. have a formidable lot and should give the V.R.C. a good race.

Mosquito Yachts.—The race out starts at 9.30.

BILLIARDS.

PALACE HOTEL EXHIBITION GAME.
An exhibition game of 600 up will be played at the Palace Hotel on Wednesday between Capt. E. B. Green and Mr. T. B. Golding. Both gentlemen are well known in billiard circles and some interesting billiards should be witnessed. Game commences at 9 p.m.

ST. ANDREW'S CHURCH.

MEN OF THE PARISH.

CHURCH ASSOCIATION FORMED.

The formation of a Men's Association in connection with St. Andrew's Church, Kowloon, was the practical outcome of a largely attended meeting of the young men of the parish held in the Church Hall last night when the Rev. G. R. Lindsay introduced the Bishop of Victoria. Suggestions had been invited by the Bishop for the encouragement of Church work and the promotion of a more active social life among the men of the Church. After discussion it was decided that the association should be formed with the Bishop as Patron, the Rev. Lindsay as the first president, and a committee of twelve with Messrs. N. R. Ralston and W. Jackson as joint honorary secretaries. Rules will be formulated and the association will be brought into practical being.

CURSE OF MILITARISM.

BANK OF CHINA.

CANTON BRANCH PRACTICALLY RUINED.

Under the heading "The Curse of Militarism," the *Canton Times* states—

It appears that the Canton Government, when controlled by the militarists, has practically ruined the Canton branch of the Bank of China. The Government, at different times, has forced the Bank of China to appropriate from its reserve fund of \$6,600,000 to secure the banknotes as loans for administrative and military expenses. Now the Bank is unable to redeem its notes because of the shortage of reserve. At present the Bank of China notes do not value at 50 per cent. of their face; and even the Government which has caused the depreciation of the notes is now refusing to accept these notes as legal tender for payment of public dues.

The Canton Government, under the new administration, has opened another banking institution; the Provincial Bank of Kwangtung, with Mr. T. T. Cheng formerly president of the Industrial and Commercial Bank of Hongkong, as its managing director. The new bank is wholly controlled by the Government and acts as the public depository, thus replacing the provincial treasury.

The Provincial Bank of Kwangtung will issue banknotes of a denomination of one, five, ten, and fifty dollars. The management has informed the public that every cent to be represented by its notes will be fully secured with a reserve. The first issue of \$1,000,000 is out and Government salaries and wages are being paid in the new notes. There are ten places in this city where these notes may be redeemed.

MAIL FROM HOME.

FAILS TO ARRIVE.

NEXT PERHAPS ON THURSDAY.

Many people were disappointed by their failure to receive letters from Home in the mail that was expected for distribution yesterday. This was not to be wondered at, as the mail did not materialize. All that was received was a solitary bag of newspapers.

The mistake that led the post office to advertise that a mail from Home was expected was due to a slip on the part of the Singapore office. Recently the Home mail, despatched from London on November 4, was received in Hongkong on the "Tanda." It appears that the Singapore office did not have time to put the Shanghai portion of the mail on the "Tanda," and kept it for the "Nippon." It is the practice of the Singapore office to send to Hongkong a cable informing it of the name of the vessel on which Hongkong mail has been despatched. In this instance there was a mistake, and Singapore notified Hongkong that there was mail on the "Nippon." The Hongkong office naturally assumed that it was bringing the mail despatched from Home on November 11, and advertised accordingly. The "Nippon," however, carried only the Shanghai mail, with the exception of a bag of newspapers which had failed to catch the "Tanda."

The next mail from Home, despatched on November 11, is due to arrive on the "Knight Templar" on Thursday or Friday of this week.

The "Laomedon" of the Blue Funnel Line, arriving to-day, brings the parcel mail despatched from London on October 21 and 30th.

A GERM DESTROYER.

THERE is no danger whatever from rock jaw or blood poison resulting from a wound when Chamberlain's Pain Balm is promptly applied. It is an antiseptic and destroys the germs which cause these diseases. It also causes wounds to heal without inflammation and in one-third the time required by the usual treatment. For sale by all Chemists and Storekeepers.

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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8.30 a.m. and 2 p.m. (Sundays at 5 p.m. only).Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

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S.S. "BOLTON CASTLE" About end of January.

LLOYD TRIESTINO

FOR SHANGHAI.

FOR BRINDISI, VENICE, TRIESTE, ETC.,
TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.
Via—SINGAPORE, PENANG, and COLOMBO.

S.S. "PERSIA"

Sailing on or about 15th December.

Passengers' Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

FOR JAVA.

S.S. "SAMARANG MARU" On or about 24th December.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading For SOUTH AFRICAN PORTS with
transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM
NAVIGATION CO., LTD. and APCAL LINES.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-

BURG—Monthly direct service via Singapore and Port Said.

HAYRE MARU—Wednesday, 5th January.

BUENOS AIRES—Via de Janeiro, Santos, Lubeck and Cape Town

via Singapore.

PANAMA MARU (Taking Passengers)—Sunday, 9th January.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

INDUS MARU—Wednesday, 22nd December.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

SHISEN MARU—Sunday, 2nd January.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

VICTORIA, VAN COUVER, SEATTLE & TACOMA—

Via Manila and Japan—Regular fortnightly service touch-

ing intermediate ports in Japan and taking cargo to

AMERICAN PORTS in connection with Chicago

Milwaukee and St. Paul Railway.

ARADIA MARU—Wednesday, 22nd December.

NEW YORK—Regular monthly service via Japan ports, San Francisco

Panama and Cuban Ports.

AMUR MARU—Thursday, 27th January, 1921.

NEW ORLEANS LINE.

SUWATRA MARU—Sunday, 19th December.

JAPAN PORTS—Shanghai, Moji, Kobe and Yokohama.

REELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

AMAKUSA MARU—Sunday, 19th December.

TAKAO via SWATOW and AMOY.

KORU MARU—Thursday, 16th December.

For sailing dates and further particulars please apply to

Y. YASUDA, Manager.

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Saloon accommodation, electric light and fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
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HONGKONG TO SAN FRANCISCO.

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"THE PATHWAY OF THE SUN."

STRAMERS. TONS. LEAVE HONGKONG.

KOREA MARU 9,000 Dec. 17th.

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THENCE BY TRAMP-ARMY ROUTE TO BUENOS AIRES.

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Messrs. T. E. GRIFFITH, LTD.

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"TRANS-PACIFIC FREIGHT SERVICE"

Operating the following U. S. Shipping Board steamers.

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DUE TO ARRIVE. DUE TO SAIL.

S.S. "WEST HIKI" Dec. 13. S.S. "WEST HIKI" Dec. 15.

Through Bills of Lading to all U.S. and Canadian Overland Points;

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STEAMERS. From Hongkong To Vancouver

Empress of Russia Dec. 16 Jan. 3

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Empress of Asia Jan. 13 Jan. 31

Empress of Japan Jan. 19 Feb. 9

Empress of Russia Feb. 10 Feb. 28

Empress of Japan Mar. 15 Apr. 5

Monteagle Mar. 31 Apr. 18

Empress of Asia Apr. 7 May 15

Empress of Japan May 10 May 31

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Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing desired prior to departure from

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that the Pacific Atlantic reservations can be arranged by cable

or by mail for all passengers to Europe, whether or not coming

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For terms and other information please apply to

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OCEAN SERVICES

CHINA MAIL S.S. Co., Ltd.

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S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,200 Tons

SAILING FROM HONGKONG for SAN FRANCISCO

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SAILING FROM HONGKONG for MANILA

S.S. "NANKING" March 18th

SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA" Feb. 7th S.S. "NILE" April 3rd

AN UNBEPASSED HIGH CLASS PASSENGER SERVICE

C. T. SURBRIDGE, ACTING, FREIGHT & PASSENGER AGENT,

PAULINE'S BUILDING, ICE HOUSE STREET,

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

EQUABLE SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Lights and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

(Calling at Amoy for Passengers only.)

AND RETURN,

(Occupying 9 to 10 Days)

HAICHING Capt. A. H. Stewart TUESDAY, 14th Dec., at Noon

SWATOW.

(PASSENGERS ONLY).

HAICHONG Capt. J. E. Thomson TUESDAY, 21st Dec., at Noon.

Arrivals and Departures from the Company's Wharf (near Blaks Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

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Cargo carried on through Bills of Lading from HONGKONG to BELLA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

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JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

For LONDON & ROTTERDAM—"CITY OF LINCOLN"—On 15th Dec.

LONDON, ROTTERDAM & ESBJERG (DENMARK)—"CITY OF FLORENCE"—On 7th Feb.

Subject to change without notice.

Or to HIRSH & Co., Canton.

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A. KWAI & CO.

11 & 12 Cornhill, A. Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlery, Coal Merchants,

Sail Makers, General Storekeepers,

and all other requirements.

Ship and Boat Maintenance.

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NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI

Dec. 20—R. F. Denon

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In The Store for Men are Thousands of Gifts that men will like

This is a man's Store—quite naturally we know the things which strike men's fancies. Any woman in doubt as to what to give to a man need only look through this Store where there are a myraid of practical Gift suggestions.

MACKINTOSH

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Men's Wear Specialists.

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Telephone 29.

CHINA'S AWAKENING.

MODERN NEWSPAPERS.

SHANGHAI'S OLDEST PAPER.

Edward L. Hall, writes in the *New York Evening Post*—

China is waking up! America must meet her on an entirely new footing. No longer is there a place for the slipshod and careless sort of business which was perhaps effective a few years ago. China wants what we have, but she wants it the best. It is up to America to see that she gets it.

Typical of this new situation are the building and equipment of Shanghai's oldest newspaper, the first of 300 now printed in the different cities of China.

Walking up Shanghai's "News" paper Row, I entered the five-story reinforced concrete building of the forty-eight-year-old paper and a smiling office boy showed me with much ceremony into the editorial office. It was a splendid room, big, handsomely furnished, completely equipped. Indeed, it was totally unlike an American editorial sanctum resembling rather the reception room of a big industrial concern.

The editor and I chatted of the needs of the new China and of the part America may play in this development if she is wise. In connection with this big opportunity he mentioned especially the work of the Y.M.C.A., which he said not only stands for the things China needs, but is actively at work helping her to get them.

Then, "Would you like to see the plant?" he asked. Now, I come of a newspaper family in a small town in Indiana, and once a newspaper man always a newspaper man. There is something mighty fascinating in the machinery, whether it be the crude equipment of my Hoosier town paper or the mighty presses of a metropolitan daily. The "workings" of a Chinese paper were absolutely irresistible.

FAMILIAR SIGHTS AND SOUNDS. I started on my tour of inspection under the guidance of a sub-editor, expecting to be amused. Visions of small, creaky presses came to me. My guide swung a door open. There was a sudden roar sweet as music to newspaper ears—a smell of damp paper and hot ink fragrant as jasmine tea or the honeysuckle on a well-remembered porch in that Indiana town. Before me a big Porter sextuple press worked steadily, smoothly. Capable of turning out 48,000 twelve-page papers in an hour, it had cost \$40,000 in United States gold.

"You have an American mechanic?" I asked. It was quite obvious, I thought, that they had. Indeed, I looked around to catch sight of my fellow countryman. But "No," said my guide, smiling again. "Chinese mechanics take care of it! The company which installed the press sent a mechanic from the States. It took him six weeks to train our men to care for it in proper fashion. They do it very well."

I watched the pressmen work, more quietly than Americans, and saw that they did, indeed, "do it very well." Given tools, the Chinese soon learn to use them efficiently.

My guide, by being firmly, politely insistent, succeeded in dragging me away from the press and leading me through the rest of the building. On the main floor are the offices, on the second the editorial rooms and the library, on the third the composing room and electro-plating equipment.

EIGHT THOUSAND LETTERS. I lingered in the composing room. The Chinese compositors were setting type from cases ten feet long, which

WHAT ABOUT FOUR TYRES?

Buying automobile tyres is like buying eggs. All look very much alike—the had, ones look as good as the good ones, and the "no-name" tyres as well as the product of which any manufacturer may well be proud.

The "no name" tyre may have all the beauty and symmetry of the nationally known tyre and yet be made out of shoddy. Its not reasonable to believe that a motorist can get a tyre "just as good" as a standard make for half the price.

The car owner who buys bargain tyres is like the woman who bought a dozen eggs from a "friend" at 10 cents below the price her groceryman quoted. When she broke the shells, four of them were bad, so the eight good eggs cost her more than the groceryman's price for twelve good eggs.

In tyre mileage, its not first costs that count but costs per mile. Adding the cost of repairs to the purchase price and dividing by the mileage, will quickly convince even the most confirmed bargain hunter.

Cost comparisons personally concern every buyer of tyres. One of the "Big Four" manufacturers of tyres has not only maintained "before-the-war" tyre mileage prices but actually reduced mileage costs 44%. Within three years this company has also increased its mileage 115%. It is only natural that Miller sales have increased 500% since the pre-war period.

contained 8,000 boxes, each representing a Chinese character in common use. Their fingers flew while they worked as quickly as do most Americans with one three-hundredth the number of letters.

"We hope," said my guide, as he again pried me away, "to have modern linotype machines soon. That cannot be, of course, until we obtain our new alphabet, an alphabet which we hope to have soon and which will bring our 8,000 characters down to thirty-nine. It is in no way akin to your English lettering, but is adapted peculiarly to the needs of the Chinese."

How much, I thought, looking back to those long cases, those thirty-nine letters, are going to mean to the average Chinese! For years 95 per cent of the people have been kept from reading because of the vast difficulty of the task. No wonder my guide stood straighter and his eyes glowed as he told me of it.

"When that day comes," he concluded, "China will be really awake. Her vast population will have a real chance. And we will have a strictly modern plant to match our press."

I saw one other thing—besides that beautiful editorial office—which would be strange in an American newspaper building. For the Shanghai newspaper has followed the example of the many great industrial concerns in America which have learned from experience the wisdom of training their employees for their particular jobs and of looking out for their welfare.

"We are trying to get men of better education, for we know they can give better service," my guide explained as he let me to the top floor, where are dormitory and pleasant clubrooms and a well-equipped schoolroom. "We have classes where our men study two hours each morning under qualified teachers."

Imagine that in a newspaper office in America—if you can!

"SUDDEN IMPULSES."

REMARKABLE EXAMPLE.

NERVE SPECIALIST'S VIEWS.

A Harley-Street Nerve Specialist writes in a Home paper—

Cases of suicide by jumping in front of trains have been rather frequent of late, and suggestions have been made that these poor unfortunates have given way to a "sudden impulse."

"These incidents may awaken feelings of uneasiness in the minds of the highly strung and sensitive, as the inclination to do something tragic or bizarre is one of the most common manifestations of ordinary neurosis which is met with in the consulting-room of the nerve specialist."

An example of this sudden feeling of being compelled to do something horrible and totally contrary to one's inclination and judgment is illustrated in the following case.

An officer came to me one day in the early part of 1918. His appearance suggested a state bordering on collapse. He told me that for months past he had been feeling generally nervous and overstrung, but had "carried on" because he felt it his duty to do so at that time, when every man was needed.

On the previous evening, he said, he had visited a music-hall and had felt himself suddenly overwhelmed with a desire to shout out: "God bless the Kaiser and the German Army!"

Well, as he was a hot-blooded Irishman who had come from the other end of the globe at the beginning of the war, and as in addition he was an enthusiastic rider to hounds, absolutely incapacitated by wounds from ever getting on a horse again, the true nature of his anxiety for the Kaiser and his army's well-being can be imagined.

He had spent a night of mental horror, tortured by the idea that he was going insane and his awful plight if he had not succeeded in escaping from the music-hall before his "compulsion" had been effected.

He was speedily reassured of his sanity, and it was explained to him that it was only his nervous system creaking and jarring under the strain, and warning him that it was impossible to go on unless it were overhauled. He made a complete recovery under treatment, but stoutly maintains to this day that he suffered more concentrated agony in that episode than in any experience in the field.

The above is a good example of a compulsion neurosis, but the sufferer therefrom may take consolation from the fact that in my pretty extensive experience I have never known a patient to carry out a compulsion. The mental agony is acute and, if the "compulsion" is sufficiently strong and hysterical manifestation may result, but the dreaded act will not take place.

The patient who suffers from these distressing ideas is always willing to discuss them and finds a relief in discussing them with the psychologist; this is the diagnostic feature of supreme importance between compulsion and other less benign mental conditions.

In addition to this the sufferer can comfort himself or herself with the knowledge that, no matter how dreadful the form of the compulsion, it is not evidence of unsound mind, but is a direct warning that there is urgent need of immediate treatment.

PIANOFORTE MUSIC.

FINISHED PERFORMANCE.

MR DENMAN FULLER'S RECITAL.

Mr Denman Fuller yesterday gave a piano recital at the Helena May Institute that was in every way a finished performance. It was his first recital after an illness of fourteen months—a fact that made his excellent accomplishment the more remarkable.

Throughout the programme Mr Fuller interpolated brief explanations of the pieces he was offering, which were greatly appreciated by the audience. Included on the programme were four selections from Chopin; Arensky's "Arabesque"; Debussy's "Serenade of The Doll"; Ravel's "Pavane"; Colin Taylor's "Boats"; Macdowell's "Moonshine"; Selim Palmgren's "Maynight"; Cyril Scott's "Danse Negre"; Rachmaninoff's "Prelude"; Liszt's "Dream of Love"; and concluded with a "Hunting Song" by Isaac.

WHAT IS MOTION?

THE EINSTEIN THEORY.

ANOTHER ATTEMPT TO MAKE IT CLEAR.

Lecturing at University College, Mr. G. B. Jeffery dealt with the question, What is motion? Two lines of inquiry, he said, presented themselves, to the physicist. First, by which of the many schemes would Nature appear most "simple," and secondly, were there any laws of Nature that we could discover which should be absolutely independent of whatever point of view we adopted? Newton followed the first plan. Having discussed this plan and found it wanting, the lecturer said that investigators had had to fall back on the second line of inquiry, that is, that any laws of Nature which we discovered were really laws plus our frame of reference, by which expression the physicists indicated laws of nature viewed in the light of our particular assumption as to what was at rest in the universe. Einstein's problem was to answer the question: Einstein's Are there any laws of Nature which remain true to all frames of reference? If he could solve this difficulty he would have discovered laws which are really those that Nature obeys, and we can take any frame of reference that we like when dealing with them.

Einstein proposed three tests in which his theory would differ from the accepted laws of physics. The first was the existence of a slight difference amounting to about 42 seconds in a century in the position of the planet Mercury. The second was that a ray of light might be slightly bent when it passed near to the sun or any other celestial body. Thirdly, that light coming from the sun might be slightly redder than corresponding light from a terrestrial source. The first two of these tests had been definitely confirmed by observation. The third was still in doubt, and general opinion at present was inclined to reject the idea.

In establishing these results Einstein made great use of the equivalence hypothesis. The additional weight of atmosphere that the airman felt when flying might be due either to upward acceleration or to an increase of gravitation. Einstein held both ideas justifiable. By looking at some physical phenomena we could compare the laws of physics which would hold where gravitation existed with those which hold in the absence of gravity, as, for instance, the feasibility of hanging up a hat "on the air" in a lift descending unchecked.

This work of comparison was Einstein's greatest achievement. He had established a connection between gravitation and the rest of physics. Before his research started no such idea existed.

CH ENTAO ATROCITIES.

MISSIONARY CHARGES.

REPLY BY JAPANESE WAR OFFICE.

Tokyo, December 5. The following statement has been issued by Major General Sato on behalf of the Japanese War Office, in reply to charges brought by missionaries of Japanese atrocities in the Chientao district. The statement is issued textually as received. "Speedy executions and burning of houses have been rendered necessary, because the Chinese have expressed anxiety that the Japanese shall accomplish their task of stamping out outlawry and Korean plots as speedily as possible and then withdraw."

"The very nature of the task requires either a slow deliberate procedure or a quick dash, smashing the centres of trouble, regardless of the fact that some innocent persons probably suffer."

"It is a coincidence that many of the plotters who have been executed were Christians, but the plotters in many cases ally themselves with the Missions for the sake of the security thus afforded."

THE MISSIONS TO BLAME.

"The missionaries who are now accusing the Japanese troops of cruelty are themselves the cause of the tragedy. I regret that Koreans are not alive to the fact that their real grievance is against these mischief-making missionaries. Japan allows full religious liberty, but cannot allow treason which threatens to undermine the foundations of the Empire."

VANCOUVER MAILS.

DISPUTE ENDED.

EMPEROR BOATS AGAIN CARRY MAIL.

Writing from Vancouver, B.C., on Nov. 18, the correspondent of the *N.C. Daily News* stated that after negotiations lasting five months an agreement was reached a few days ago between the Canadian Government and the officials of the Canadian Pacific Oriental Service. This agreement calls for all Canadian mail to the Orient, delivered at Vancouver and Victoria, being carried at a fixed price per pound—the same terms now in force for the delivery of United States mail to the Far East.

The news that a settlement had been reached between the Government and the steamship line officials was welcomed on the coast, as during the deadlock, all who had correspondence with China and Japan, and the business men particularly, had the unpleasant experience of knowing that while many cars of mail matter from American sources were being loaded on Canadian Pacific liners here, not a single letter of Canadian origin could be accepted, the post office instead sending the mail to its destination via slower Japanese boats.

In announcing the settlement of the dispute, the post office officials here announced that the arrangements made for sending mail to the Orient direct from Vancouver or Victoria does not include general mail matter but only such as is specifically directed "Via C.P.R. Steamers."

During the period when Canadian mail was being refused by Canadian Pacific steamers, merchants and manufacturers here, assert, many thousands of dollars worth of business was lost by the disadvantages they suffered in having their mail reach China and Japan many days later than that of their American competitors.

THE MANILA CARNIVAL.

NEXT YEAR'S SHOW.

PREPARATION IN HAND.

Manila is planning to have a bigger carnival next year than ever due to the coincidence of dates of the regular yearly carnival show, which has now become famous, and the celebration of the 400th anniversary of the discovery of the Philippine Islands by Magellan. Mr. and Mrs. A. W. Yearley of Manila are in Shanghai enthusiastically working for the Carnival and Mr. Yearley is waiting for a consignment of amusement devices which are coming over from America on the R.M.S. "Empress of Russia," among which are a big Eiffel tower, and an electric aeroplane, Mr. Yearley, Mr. Frank Churchill, and Mr. Stewart Tate are owners of the "Big Three Shows" and have charge of the amusements of the Carnival, which constitute, of course, the biggest part of the show.

Last year's old amusement devices, the merry-go-rounds, the monkey specialties, etc., are to be used again. The Carnival lasts nine days, from January 29 to February 6 and the president of the Carnival Association is Manuel Quezon, President of the Senate. Mr. Vargas is Director-General. The committee had originally planned the celebration next year to partake of the nature of an exposition or a world's fair but the idea was set aside on account of the general financial depression, and this later plan of amalgamating the two events on a smaller scale and calling it the Magellan Carnival, was introduced in its stead.

An appropriation of about Pesos 1,000,000 is expected, which promises that next year's Carnival will be the best Manila has had since 1908, which was the first one. The Carnival grounds have been increased about one-fourth and the auditorium which is being built for the Carnival balls will be most magnificent. The Manila hotel is increasing its capacity in anticipation of the crowds of people who will be flocking in for the event and two large new family hotels have just been opened up.

WHOOPIING COUGH.

WHEN your child has whooping cough be careful to keep the cough loose and expectoration easy by giving Chamberlain's Cough Remedy as may be required. This remedy will also quickly soothe the throat and make it easier to expectorate. It has been used successfully in many epidemics and as it contains no narcotics or other injurious substances it is perfectly safe. For sale by all Chemists and Storekeepers.

DAIRY FARM NEWS.

FOR THE FESTIVE SEASON.

Farm Fed Turkeys and Geese,
Sucking Pigs, Capons, Haggis, Ham, Bacon,
Hares, Rabbits, Sausages of all description,
Mince Meat.

PLACE YOUR ORDERS EARLY TO AVOID
DISAPPOINTMENT.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

WHITEAWAY'S

are now showing

The finest Collection OF ENGLISH SOLID LEATHER GOODS

Gentlemen's Solid Leather Suit Cases. All Sizes.
Gentlemen's Solid Leather Fitted Suit Cases.
Ladies' Solid Leather Dressing Cases.
Ladies' Solid Leather Blouse Cases.
Fitted and finished in the best English
styles, Silver Plated and Solid
Silver fittings.

SUITABLE FOR GIFTS AND XMAS PRESENTS

A Fine Range and Excellent Values

Gentlemen's Writing Cases, Attache Cases,
Ladies' Hand-bags and Companions.
Competitive Prices.

See Our English Solid Leather Suit Cases.

at
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The Finest Range of Leather Goods in the City.

AT
WHITEAWAY'S
The Cash Outfitters,
HONGKONG

GHOSTS' MICROPHONE.

EDISON'S INVENTION

AN INTERESTING ARGUMENT.

If a ghost can whisper, the living henceforth will hear. That is the substance of the announcement which Mr. Edison has made. He has invented an apparatus which, receiving whatever comes to it from the vasty deep, "will magnify the slightest effort which it intercepts, and give us whatever form of record we desire." There will be no more need for spirits to communicate by the clumsy and undignified methods of table rapping, through the not always edifying person of a medium, or by starting and incomprehensible shocks. Henceforth they will, if so disposed, ring us up through Mr. Edison's apparatus. We have no dogmatic convictions as to the possibility or impossibility of communication between the visible and invisible world, but this claim seems to us a trifle bold. Mr. Edison is certainly no visionary, yet how can he be sure that the spirits of the dead, if such there be, are able to exert any material power, even "the slightest conceivable effort," for which he stipulates? How can he know that even if they have such power they will decide to use it? We do not gather that he has any very sure and certain hopes of communication. He is not convinced that men have any individual immortality. He describes the human body as composed of myriads of minute entities which live for ever. He considers it "conclusively proved that

our personality resides in that part of the brain known as the fold of Broca," and to him the whole question of personal immortality is, "What happens to the master entities there enthroned? Discharged by death, the rest of us goes about its business, breaks up and seeks new work in the universe. If the 'personality entities' also disintegrate there is an end, but if not, then there is individual immortality, and the ghosts' microphone 'ought to be of some use.' The argument is of interest, but we fear that few psychologists or philosophers will admit there is conclusive proof, or any proof at all, that man's personality has its local habitation and its being in Broca's convolution. This is not a matter to be argued here. What we can call all judge is the fallacy of the assumption that if human personality continues to exist beyond the grave, it must needs be able and willing to speak to those in this world through Mr. Edison's microphone or any other medium. Though we believe in the will and the desire, we cannot be certain that a being without perceptible existence has the power to use perceptible means. It seems, then, that if Mr. Edison's machine remains dumb, if not 'the slightest conceivable effort' is recorded from the unseen, we shall still have no sort of evidence for denying that spirits may haunt the vasty deep or that man may have an immortal soul. What confidence we should gain in affirming our immortality if an effort was recorded, if the dead did speak, is a more doubtful question; but we may wait the event before we judge the case.—Daily Telegraph.

HERRING-HALL-MARVIN SAFE

THE STANDARD SAFE OF AMERICA.

MUSTARD & CO.

TEL. No. 1186.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW:
Dec. 18—O.S.K. Sochu Maru.
19—O.S.K. Hopsang.
20—O.S.K. Amakusa Maru.
21—O.S.K. Wingsang.
22—D.L. Hallong.
23—C.N. Lachow.

AMOI.

Dec. 16—O.S.K. Sochu Maru.
19—O.S.K. Amakusa M.
21—D.L. Hallong.
22—C.N. Sachuen.

FOOCHOW.

Dec. 21—D.L. Hallong.

SHANGHAI.

Dec. 16—C.N. Sunning.
18—O.S.K. Hopsang.
19—O.S.K. Wingsang.
20—C.N. Yinchow.
21—R.F. Alchous.
22—R.F. Hector.
23—C.N. Sachuen.
24—R.F. Koorching.
25—R.F. Rhesu.
26—P.O. Diwara.
27—R.F. Alchous.
28—P.O. Diwara.
29—R.F. Alchous.
30—P.O. Diwara.
31—R.F. Alchous.
Jan. 1—R.F. Alchous.
2—P.O. Diwara.
3—R.F. Alchous.
4—P.O. Diwara.

TSINGTAO.

Dec. 16—O.S.K. Hopsang.
19—C.N. Yinchow.

HAIPHONG AND HOIHOW.

Dec. 15—O.S.K. Takang.

KEELUNG.

Dec. 19—O.S.K. Amakusa Maru.

TAKAO.

Dec. 16—O.S.K. Sochu Maru.

SAIGON.

Dec. 18—M.M. Chih.
21—M.M. Amakusa.
22—O.S.K. Shien Maru.

BANGKOK.

Dec. 11—C.N. Lachow.
17—O.S.K. Shien Maru.

SINGAPORE.

Dec. 16—O.S.K. Hopsang.
19—C.N. Yinchow.
20—C.N. Yinchow.
21—C.N. Yinchow.
22—C.N. Yinchow.
23—C.N. Yinchow.
24—C.N. Yinchow.
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28—C.N. Yinchow.
29—C.N. Yinchow.
30—C.N. Yinchow.
31—C.N. Yinchow.
Jan. 1—C.N. Yinchow.
2—C.N. Yinchow.
3—C.N. Yinchow.
4—C.N. Yinchow.

PHILIPPINE ISLANDS, ETC.

Dec. 11—O.S.K. Hopsang.
18—C.N. Yinchow.
20—C.N. Yinchow.
21—C.N. Yinchow.
22—C.N. Yinchow.
23—C.N. Yinchow.
24—C.N. Yinchow.
25—C.N. Yinchow.
26—C.N. Yinchow.
27—C.N. Yinchow.
28—C.N. Yinchow.
29—C.N. Yinchow.
30—C.N. Yinchow.
31—C.N. Yinchow.
Jan. 1—C.N. Yinchow.
2—C.N. Yinchow.
3—C.N. Yinchow.
4—C.N. Yinchow.

CEBU AND ILOILO.

Dec. 25—C.N. Taming.

SANDAKAN.

Dec. 18—O.S.K. Hopsang.

JAVA PORTS, ETC.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

INDIAN PORTS, ETC.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

CALCUTTA.

Dec. 18—N.Y.K. Yehwa Maru.
20—O.S.K. Hopsang.
21—O.S.K. Hopsang.
22—O.S.K. Hopsang.
23—O.S.K. Hopsang.
24—O.S.K. Hopsang.
25—O.S.K. Hopsang.
26—O.S.K. Hopsang.
27—O.S.K. Hopsang.
28—O.S.K. Hopsang.
29—O.S.K. Hopsang.
30—O.S.K. Hopsang.
31—O.S.K. Hopsang.
Jan. 1—O.S.K. Hopsang.
2—O.S.K. Hopsang.
3—O.S.K. Hopsang.
4—O.S.K. Hopsang.

BOMBAY AND COLOMBO.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

AUSTRALIAN PORTS.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

SYDNEY AND MELBOURNE.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

JAPAN PORTS.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

AMERICAN PORTS.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

VANCOUVER.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

VANCOUVER.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

VANCOUVER.

Dec. 18—O.S.K. Hopsang.
20—D.L. Lake Farrar.
24—N.Y.K. (O.S.K.) Rang M.
25—O.S.K. Hopsang.

Jan. 1—A.L. Crookston.
13—C.P.O.S. Empress of Asia.
19—C.P.O.S. Empress of Japan.
24—C.P.O.S. Empress of Russia.
Feb. 10—C.P.O.S. Empress of Russia.
Mar. 18—C.P.O.S. Empress of Japan.
31—C.P.O.S. Empress of Asia.
Apr. 7—C.P.O.S. Empress of Asia.
24—C.P.O.S. Empress of Russia.

VICTORIA.

Dec. 23—N.Y.K. Fatou Maru.
24—O.S.K. Arabia Maru.
25—W.L. Delight.
Jan. 1—N.Y.K. Crookston.
20—N.Y.K. Tajima Maru.
24—A.L. Edmore.
25—N.Y.K. Kashima Maru.

SEATTLE.

Dec. 27—S. & D. Devel.
28—N.Y.K. Katori Maru.
29—O.S.K. Arabia Maru.
30—W.L. Delight.
Jan. 1—N.Y.K. Crookston.
20—N.Y.K. Tajima Maru.
24—A.L. Edmore.
25—N.Y.K. Kashima Maru.
Feb. 1—R.F. Tencer.
18—R.F. Tencer.
Mar. 18—R.F. Tencer.
Apr. 7—R.F. Tencer.

TACOMA.

Dec. 28—O.S.K. Arabia Maru.
29—W.L. Delight.
Jan. 1—A.L. Crookston.
24—A.L. Edmore.

SAN FRANCISCO.

Dec. 17—P.M.S. West Neri.
18—T.K.K. Korea Maru.
19—S. & D. West Neri.
20—C.J.L. Goratolo.
21—S. & D. West Neri.
22—T.K.K. Siberia Maru.
23—C.M.S. Nanking.
24—C.M.S. Nanking.
25—C.M.S. Nanking.
26—C.M.S. Nanking.
27—C.M.S. Nanking.
28—C.M.S. Nanking.
29—C.M.S. Nanking.
30—C.M.S. Nanking.
31—C.M.S. Nanking.
Jan. 1—C.M.S. Nanking.
2—C.M.S. Nanking.
3—C.M.S. Nanking.
4—C.M.S. Nanking.

LOS ANGELES.

Dec. 15—L.A.P.N. West Neri.

PORTLAND.

Dec. 23—A.L. Montague.

VALPARAISO.

Via Japan, Ecuador, San Francisco, San Pedro, Salina Cruz, Balboa, Callao, Lima & Iquique.
Jan. 15—T.K.K. Nippon Maru.

NEW ORLEANS.

Dec. 19—O.S.K. Sumatra Maru.

NEW YORK.

(Via Panama)
Dec. 20—A.L. Suruga.
21—S. & D. City of Agia.
22—S. & D. City of Agia.
23—S. & D. City of Agia.
24—S. & D. City of Agia.
25—S. & D. City of Agia.
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28—S. & D. City of Agia.
29—S. & D. City of Agia.
30—S. & D. City of Agia.
31—S. & D. City of Agia.
Jan. 1—S. & D. City of Agia.
2—S. & D. City of Agia.
3—S. & D. City of Agia.
4—S. & D. City of Agia.

SOUTH AFRICAN PORTS.

Dec. 29—N.Y.K. Nagano Maru.
30—R.F. Rome.
Jan. 10—R.F. Rome.
20—D.L. Lake Farrar.
22—R.F. Rome.
Mar. 1—R.F. Rome.

DURBAN AND CAPETOWN.

(Via Singapore, Bencoolen, Rio de Janeiro, Santos and Mauritius).
Jan. 8—O.S.K. Panama Maru.

EUROPEAN PORTS.

Dec. 15—L.T. (D. & Co.) Persia.

BRINDISI, VENICE, & TRIESTE.

Dec. 15—L.T. (D. & Co.) Persia.

GENOA.

Dec. 24—R.F. Demodocus.
Jan. 11—R.F. Hector.

MARSEILLES.

Dec. 18—M.M. Chih.
21—M.M. Amakusa.
Jan. 2—R.F. Alchous.

LONDON.

Dec. 18—E.L. City of Lincoln.
19—N.Y.K. Lima Maru.
20—R.F. Pyrrhus.
21—R.F. Pyrrhus.
22—R.F. Pyrrhus.
23—R.F. Pyrrhus.
24—R.F. Pyrrhus.
25—R.F. Pyrrhus.
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29—R.F. Pyrrhus.
30—R.F. Pyrrhus.
31—R.F. Pyrrhus.
Jan. 1—R.F. Pyrrhus.
2—R.F. Pyrrhus.
3—R.F. Pyrrhus.
4—R.F. Pyrrhus.

HAVRE.

Jan. 3—R.F. Alchous.
Feb. 4—P.O. Delta.
19—P.O. Delta.
22—R.F. Mentor.

LIVERPOOL.

Dec. 15—R.F. Telemachus.
23—R.F. Telemachus.
24—R.F. Telemachus.
25—R.F. Telemachus.
26—R.F. Telemachus.
27—R.F. Telemachus.
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Jan. 1—R.F. Telemachus.
2—R.F. Telemachus.
3—R.F. Telemachus.
4—R.F. Telemachus.

HONGKONG.

Dec. 15—R.F. Telemachus.
23—R.F. Telemachus.
24—R.F. Telemachus.
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Jan. 1—R.F. Telemachus.
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HONGKONG.

Dec. 15—R.F. Telemachus.
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HONGKONG.

Dec. 15—R.F. Telemachus.
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Jan. 1—R.F. Telemachus.
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HONGKONG.

Dec. 15—R.F. Telemachus.
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Jan. 1—R.F. Telemachus.
2—R.F. Telemachus.
3—R.F. Telemachus.
4—R.F. Telemachus.

NOTICES.

Arnold Brothers & Co., Ltd.

Import Shipping
Export Engineering

HEAD OFFICE—SHANGHAI.
BRANCHES—HANKOW, TIENTSIN, Peking, CHUNGKING, CHANGSHA, HONGKONG, CANTON, CHANGSHA, NEWCHANG, MOKKING AND HARBIN.
AGENTS—LONDON AND NEW YORK.

MADAME FLINT has arrived from Paris with a large assortment of Evening and Afternoon Gowns, Costumes, Capes, Millinery, Furs, etc.—which we are marking off and will be on show for the 15th of December.

Although the prices have, considerably advanced in Paris for the latest Models, Madame Flint is charging the reasonable prices that she has always done.

MADAME FLINT,
32, Queen's Road Central,
Corner of Flower Street.

POST OFFICE NOTICES.

Telegraphic Communications with Gap Rock Lightship is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM WEDNESDAY, DECEMBER 15.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

FRIDAY, DECEMBER 17.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

MONDAY, DECEMBER 20.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

SATURDAY, DECEMBER 25.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

OUTWARD MAILS.

FOR TUESDAY, DECEMBER 14.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

WEDNESDAY, DECEMBER 15.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

THURSDAY, DECEMBER 16.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

FRIDAY, DECEMBER 17.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

SATURDAY, DECEMBER 18.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

SUNDAY, DECEMBER 19.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

MONDAY, DECEMBER 20.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

TUESDAY, DECEMBER 21.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

WEDNESDAY, DECEMBER 22.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

THURSDAY, DECEMBER 23.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

FRIDAY, DECEMBER 24.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

SATURDAY, DECEMBER 25.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

SUNDAY, DECEMBER 26.

Shanghai, Hongkong, Canton, Amoy, Swatow, Singapore, Penang, Malacca, Sumatra, Java, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, Japan, China, Korea, Philippines, etc.

WEATHER REPORT.

Dec. 14, 1920. No returns from Japanese stations.
Pressure has increased moderately over Formosa, and slightly from Shanghai to Haiphong. It has decreased slightly at Vladivostok and Lianun.

The anticyclone is moving eastward. The monsoon will moderate along the east coast of China, but remain strong to fresh over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.90 inch. Total since January 1st, 10.83 inches, against an average of 32.52 inches.

Forecast for the 24 hours ending at noon on December 15th.
1—Hongkong to Gap Rock. N.E. winds, strong; fair. The same as No. 1.
2—South coast of China between Hongkong and Lianun. The same as No. 1.
3—South coast of China between Hongkong and Hainan. N.E. winds, fresh.

ROYAL OBSERVATORY.

HONGKONG, DAILY WEATHER REPORT.

DECEMBER 14, 1920. a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.
Vladivostok	6 a.m.	30.24	10	x	1
Yokohama	6 a.m.	30.24	10	x	1
Manila	6 a.m.	30.24	10	x	1
Shanghai	6 a.m.	30.24	10	x	1
Amoy	6 a.m.	30.24	10	x	1
Swatow	6 a.m.	30.24	10	x	1
Haiphong	6 a.m.	30.24	10	x	1
Singapore	6 a.m.	30.24	10	x	1
Penang	6 a.m.	30.24	10	x	1
Malacca	6 a.m.	30.24	10	x	1
Sumatra	6 a.m.	30.24	10	x	1
Java	6 a.m.	30.24	10	x	1
Ceylon	6 a.m.	30.24	10	x	1
India	6 a.m.	30.24	10	x	1
Australia	6 a.m.	30.24	10	x	1
New Zealand	6 a.m.	30.24	10	x	1
South Africa	6 a.m.	30.24	10	x	1
Europe	6 a.m.	30.24	10	x	1